The China Mail.

Established February, 1845.

Vol. XXXVI. No. 5342. 號四廿月八年十八百八千一英 HONGKONG, TUESDAY, AUGUST 24, 1880. 日九十月七年辰庚 Price, $24 per Annum.

AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E.C. George Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates, Hendy & Co., 4, *Old Jewry*, E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street*.

PARIS AND EUROPE:—Leon de Rosny, 19, *Rue Monsieur, Paris*.

NEW YORK:—Andrew Wind, 183, *Nassau Street*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney*.

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco*.

SINGAPORE AND STRAITS:—Sayle & Co., *Square, Singapore*. C. Heinszen & Co., *Manila*.

CHINA:—*Macao*, Messrs A. A. de Mello & Co. *Swatow*, Campbell & Co. *Amoy*, Wilson, Nicholls & Co. *Foochow*, Hedge & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co.

Banks.

NATIONAL BANK OF INDIA, LIMITED.

Registered in London under the Companies' Act of 1862, on 23rd March, 1866.

Established in Calcutta 29th September, 1863.

Subscribed Capital.....£933,000.
Paid-up Capital.....£465,250.
Reserve Fund..... £35,000.

HEAD OFFICE:—39a, Threadneedle Street, London, E.C.

LONDON BANKERS:—
National Provincial Bank of England.
National Bank of Scotland.

All descriptions of Banking and Exchange business transacted.

Interest allowed on Current Accounts at the rate of 2 per cent. per annum on the daily balances; and on Fixed Deposits according to arrangement—the maximum rate being 5 per cent. per annum.

R. HORNE BOYD,
Acting Manager.

Hongkong, May 24, 1880.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the International Convention of 30th April, 1862.

Capital Fully Paid-up.....£3,200,000.
Reserve Fund..... £800,000.

HEAD OFFICE—14, Rue Bergere, PARIS.

AGENCIES and BRANCHES at:

London, Marseilles, Lyons, Nantes, Bourbon, Bombay, Calcutta, Shanghai, Melbourne, San Francisco, Hongkong, Hankow, Foochow.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.

Hongkong, May 20, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

Paid-up Capital.....£1,500,000.

Rates of Interest Allowed on Deposits.

At 3 months' notice 3% per Annum.
" 6 " " 4% " "
" 12 " " 5% " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Capital,.....£800,000.
Reserve Fund,.....£190,000.

Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE
NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East, buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

Rates of Interest Allowed on Deposits.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

WILLIAM FORREST,
Manager.

Hongkong, May 10, 1880.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital,.....5,000,000 Dollars.
Reserve Fund,.....1,600,000 Dollars.

Court of Directors.

Chairman—The Hon. W. Keswick.
Deputy Chairman—A. McIver, Esq.
Adolf Andre, Esq. | H. de C. Forbes, Esq.
E. R. Bellios, Esq. | H. Hoppius, Esq.
H. L. Dalrymple, Esq. | F. D. Sassoon, Esq.
W. S. Young, Esq.

Chief Manager.
Hongkong,.....Thomas Jackson, Esq.
Manager.
Shanghai,.....Ewen Cameron, Esq.
London Bankers.—*London and County Bank.*

HONGKONG.
Interest Allowed.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1880.

Notices of Firms.

NOTICE.

MR. EDWARD ELIAS SASSOON and Mr. MEYER ELIAS SASSOON, Partners in our China Firms, have been Admitted from the 1st April last, Partners in our Bombay Firm.

E. D. SASSOON & Co.

Bombay, 8th July, 1880. se5

VICTORIA FOUNDRY.

WE, the Undersigned, having purchased the Lease and Plant of the above Foundry and Engineering Works, intend carrying on BUSINESS as ENGINEERS, IRON and BRASS FOUNDERS, &c., from this Date under the Style and Title of "FENWICK, MORRISON & Co."

GEO. FENWICK.
ROBT. MORRISON.

Victoria Foundry, Wanchai,
Hongkong, June 14, 1880. se14

NOTICE.

THE Undersigned have been appointed Agents to the New York Board of Underwriters.

ARNHOLD, KARBERG & Co.

RECORD of American and Foreign SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.

Hongkong, Sept. 3, 1879. 3se80

For Sale.

FOR SALE.

MUNTZ PATENT YELLOW METAL SHEATHING,
all Sizes;
And COMPOSITION NAILS,
in Lots to Suit Purchasers.

G. R. LAMMERT,
Peddar's Wharf Buildings.

Hongkong, July 28, 1880.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts.....$16 per 1 doz. Case.
Pints.....$17 per 2 doz. "

GIBB, LIVINGSTON & Co.

Hongkong, February 2, 1880.

NOW READY.

PRICE, $1.00.

"COMPARATIVE CHINESE FAMILY LAW,"
By E. H. PARKER.

Can be obtained from Kelly & Walsh at Shanghai and Hongkong, at Lane, Crawford & Co., Hongkong, and at the *China Mail* Office.

Hongkong, December 6, 1879.

JAPAN SELTZER WATER
MANUFACTURED
BY
J. LLEWELLYN & Co.
from
JAPAN SPRING WATER
AT THEIR
STEAM AERATED WATER FACTORY,
Shanghai.

Agents in Hongkong—Messrs Lane, Crawford & Co.

Hongkong, July 31, 1880. 20js81

TO LET.

ON Marine Lot No. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.

Hongkong, July 25, 1879.

For Sale.

SEASON 1880.

LANE, CRAWFORD & Co.

HAVE OPENED THEIR

NEW VEGETABLE

AND

FLOWER SEEDS,

FROM

SUTTON & SONS—READING,

AND

E. J. BOWEN—SAN FRANCISCO.

Hongkong, August 23, 1880. se2

KELLY & WALSH

HAVE just Received the following NEW & IMPORTANT BOOKS.

New Edition "Wetmore's Telegraph Code," greatly enlarged, ...$80.00
Fergusson's "Chinese Researches," 2.50
"Great Navigators of 18th Century," 4.00
Dr. Edkins' "Chinese Buddhism," 5.50
Dr. Farrar's "Life of Christ," ... 4.00
Winchell's "Preadamites," 5.00
Moule's "Chinese Stories," Illustrated, ... 75
Urquhart's "Electric Light, its Production and Use," 3.00
Cairn's "Quantitive Analysis," ... 3.50
Walker's "Money, Trade, and Industry," 2.00
Sporr's "Dictionary of Engineering," new edition, ... —
Mitford's "Tales of Old Japan,"... 2.00
Baron Richthofen's "China," ... —
Dr. Martin's "Essays on the Intellectual Life of the Chinese," ... 2.00
New Skeleton CHIT BOOK, ... 1.25

New Patent ROLLER BLOTTERS,... 75
New Pocket SLATES, from ... 25
New Designs in PLAYING CARDS, Goodall's and De La Rue's.
The CHROMOGRAPH: The Best Kind of MULTIPLEX COPYING APPARATUSES.
New Fancy NOTE PAPERS.
Genuine Smyrna CIGARETTE TOBACCO, in fine condition.
PHOTOGRAPH ALBUMS for Cabinets only.
New Designs in SCRAP BOOKS, NEWSPAPER CUTTINGS, ALBUMS.
A New Stock of Dance MUSIC and SONGS.
The Waverley, The Pickwick, The Nile, The Hindoo and Gillotts, Mitchell's and Waterlow's PENS.
A Large Variety of G. B. D. Briar Wood PIPES, quite New Styles.
A Fine Assortment of Meerschaum PIPES.

Hongkong, August 9, 1880.

NOTICE.

MONSIEUR DEVILLE, Manufacturer of Chemical Products, 67, Faubourg St. Denis, Paris, has the honor to announce to the trade generally that he has just arrived in Hongkong, for the purpose of introducing Articles of the utmost utility in every household, and of which he is Inventor and Sole Manufacturer.

L'ARGENTINE DEVILLE.

This celebrated liquid, which is guaranteed to be a solution of pure silver, is the only composition whereby articles of brass, copper, and all kinds of plated goods can be silvered without the aid of the electric battery.

DEVILLE'S RENOVATOR.

For restoring instantaneously all kinds of varnished or polished furniture without distinction of color, Billiard Tables, Pianos, Sewing Machines, Iron Bedsteads, Carriages and Patent Leather, and, when used in fixtures of Dry Goods Stores, will be found efficacious in preventing ants eating the wood and goods.

DEVILLE'S GUTTA PERCHA OIL.

For Harness, Carriage Covers, Hunting Boots, and to renew the brilliancy of Morocco leather of blue, green, black or any dark color, without altering the color, and to prevent Boots, &c., being eaten by insects and rendering the leather soft and waterproof.

Hongkong, August 23, 1880. au30

To Let.

TO LET.

NO. 8, Hollywood Road, containing Eight Rooms and Out-Houses.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, August 16, 1880.

TO LET.

TWO HOUSES, Nos. 14 and 16, Stanley Street, lately in the occupation of the Temperance Hall.

The DWELLING HOUSES—Nos. 31 and 33, Wellington Street.

OFFICES in Club Chambers, now in the occupation of the Hongkong and Whampoa Dock Co., with Strong Room attached; also other OFFICES and CHAMBERS in the same Building.

Apply to
DOUGLAS LAPRAIK & Co.

Hongkong, August 14, 1880.

COAL GODOWNS—TO LET.

BURROWS' GODOWNS, Nos. 43, 56a and 59a, Praya East; with Private Wharf.

The GODOWNS, Nos. 111, 111a and 113, Wanchi Road.

Apply to
SIEMSSEN & Co.

Hongkong, June 15, 1880.

TO LET.

GROUND FLOOR of Houses Nos. 3 and 4.

Apply to
MEYER & Co.,

Hongkong, April 19, 1880.

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire Godowns to be let.

MEYER & Co.

Hongkong, August 2, 1880. se2

Auctions.

PUBLIC AUCTION.

THE Undersigned under instructions from the Official Assignee of the Estate of Ho Kwong Ming, a Bankrupt, and with the concurrence of the Judgment Creditors' Incumbrances on the Undermentioned LOTS, offers for SALE by Public Auction, at 12 o'Clock noon,

ON

SATURDAY,

the 28th day of August, 1880, at his Rooms, Queen's Road,—

All that PIECE or PARCEL of GROUND, registered in the Land Office as Inland Lot No. 233d, together with the Messuage or Tenement erected thereon, known as No. 41, East Street, Taiping Shan, for the residue of a term of Seventy-five years, commencing 31st August, 1844, and created by Crown Lease, dated 10th September, 1845. Annual Crown Rent, $8.36.

Also,

All that PIECE of GROUND, registered in the Land Office as Inland Lot No. 233e, together with the Messuage or Tenement erected thereon, known as No. 43, East Street, Taiping Shan, for the residue of a term of Seventy-five years, commencing 31st August, 1844, and created by Crown Lease, dated 10th September, 1845. Annual Crown Rent, $4.36.

Terms of Sale.—20 per Cent. of the Purchase Money to be paid on the fall of the hammer, and the Balance on completion of the Assignment. Expenses of Assignment to be paid by Purchaser. The Property to be at the Purchaser's risk from the fall of the hammer.

For further Particulars and Conditions of Sale, apply to Messrs Sharp, Toller & Johnson, Hongkong, Vendor's Solicitors, or to the Undersigned.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, Aug. 17, 1880. au28

Intimations.

CITY HALL, HONGKONG.

NOTICE.

THE Annual General MEETING of SHAREHOLDERS in and SUBSCRIBERS to the above Institution will be Held in the Library, at 3 p.m., on SATURDAY, the 28th Instant.

H. L. DENNYS,
Secretary.

Hongkong, August 23, 1880. au28

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-Year ending 30th June last, at the Rate of (£1.5/.) One Pound and Five Shillings Sterling per Share of $125, is PAYABLE on and after TUESDAY, the 17th Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, August 16, 1880. se1

DENTAL NOTICE.

DR. ROGERS, now on a visit to Shanghai, will return to Hongkong early in the Winter as usual.

Hongkong, April 1, 1880.

AH-TOW & Co.,
SHIP'S COMPRADORE, STEVEDORE,
Ballaster and Water Supplier,
Hongkong & Whampoa, (the same Proprietor)
Keep on hand and for sale, well assorted Oilman's Stores & Coal of all kinds.
Shipping supplied at the shortest notice with all kinds of Ballast and fresh Provisions at moderate charges.
F59, PRAYA WEST. se3

館辦興成口街興永

DYNAMITE, FUSES, DETONATORS, &c.

FROM NOBEL'S EXPLOSIVES CO., Limited, Glasgow, can be had in any Quantity on application to

THE BORNEO Co., Ld., *Agents.*

Hongkong, March 8, 1880. 8mr81

THE WONDER OF THE WORLD.
Good News for all!
PROF. HERMAN'S
World Renowned
Vermin Destroyer!
Which is known to be
Far Superior to Anything yet discovered for killing
Rats, Mice, Insects on Poultry, Ants, Bugs, Cook-roaches, Black Beetles, Fleas on Dogs, Blight and Insects on Plants, Moths in Furs, Tick or Scab on Sheep or Goats, also on Cattle, &c., &c.
This preparation has been applied with great success against the Insects that attack the Coffee Plants, and would doubtless be equally efficacious with the Tea Plants.
SOLD IN PACKETS.
At One Shilling per packet; or six Packets for Five Shillings.
The Powder is warranted free from all bad smell, and will keep in any climate. It may be spread anywhere without risk, as it is quite harmless to Cats or Dogs, as they will not eat it.
DIRECTION FOR USE ON EACH PACKET.
Manufactory:—
GRAVEL LANE, Houndsditch,
City of London, England.
The above discovery has gained for Professor Herman a Silver Prize Medal at the Inter-Colonial Exhibition of Victoria, Australia, of 1866, besides numerous Testimonials.
Hongkong Agents:—F. Blackhead & Co. W. Cruickshank, *Victoria Dispensary*
1jue80 1w3 no.1 1jue81

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, $1 each.
China Mail Office.

Shipping.

Steamers.

FOR PORT DARWIN (DIRECT).

The Steamship
"*Penedo,*"
John Cain, Commander, will be despatched as above on FRIDAY, the 27th Instant.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.

Hongkong, August 20, 1880. au27

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship
"*Menzaleh,*"
Commandant Hormery, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. de CHAMPEAUX,
Agent.

Hongkong, August 23, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship
"*Peiho,*"
Commandt. Pasqualini, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. de CHAMPEAUX,
Agent.

Hongkong, August 23, 1880.

Shipping.

Steamers.

FOR SWATOW, AMOY & TAMSUI.

The Steamship
"*Fokien,*"
Captain Abbott, will be despatched for the above Ports on WEDNESDAY, the 25th Inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, August 23, 1880. au25

FOR AMOY AND TAIWANFOO.

The Steamship
"*Albay,*"
Capt. F. Ashton, will be despatched for the above Ports on WEDNESDAY, the 25th Inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, August 23, 1880. au25

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
"*Sarpedon,*"
Captain J. Rea, will be despatched on or about the 28th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 11, 1880.

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA (DIRECT.)

The Co.'s Steamship
"*Ajax,*"
Captain A. Kidd, will be despatched on or about the 30th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 21, 1880.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.
(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship
"*Laertes,*"
Capt. R. F. Scale, will be despatched on or about the 30th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 21, 1880.

FOR BRISBANE, SYDNEY AND MELBOURNE, *VIA* FOOCHOW.
(Taking Cargo and Passengers for Adelaide and New Zealand Ports.)

The Steamship
"*Claverhouse,*"
J. Brown, Commander, will be despatched as above on or about the 2nd Proximo.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.

Hongkong, August 21, 1880.

Sailing Vessels.

FOR SAN FRANCISCO.

The A 1 British Ship
"*Prince Amadeo,*"
Linskill, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, August 12, 1880.

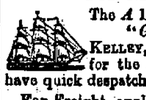
FOR NEW YORK.

The A 1 American Ship
"*Rosie Welt,*"
Welt, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, August 12, 1880.

FOR NEW YORK.



The A 1 American Bark
"*General Fairchild,*"
Kelley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, July 6, 1880.

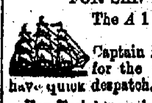
FOR NEW YORK.

The A 1 American Ship
"*Raphael,*"
Sherman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, July 2, 1880.

FOR SAN FRANCISCO.



The A 1 British Ship
"*Chilternum,*"
Captain Beadle, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, June 19, 1880.

FOR LONDON.

The A 1 British Ship
"*Clydesdale,*"
Hatfield, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.

Hongkong, May 19, 1880.

Notices to Consignees.

NOTICE TO CONSIGNEES.

BARQUE "*JOHN M. CLERK,*" FROM NEW YORK.

CONSIGNEES of
Royal 5 000 cases KEROSINE OIL,
shipped by W. K. Freeman.

H 2 cases CARRIAGES
T H 1 bundle SHAFTS (in dia.)
U
} shipped by Gifford & Beach.

are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo not taken delivery of at once will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, August 12, 1880.

NOTICE TO CONSIGNEES.

AMERICAN SHIP "*SAN JOAQUIN,*" FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, August 9, 1880.

AMERICAN SHIP "*CORA,*" FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that before delivery can be obtained, they will be required to sign the Average Bond.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, August 20, 1880.

NOTICE TO CONSIGNEES.

GERMAN BARK "*NIAGARA,*" FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, July 27, 1880.

NOTICE TO CONSIGNEES.

AMERICAN SHIP "*ROSIE WELT,*" FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, July 26, 1880.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Menzaleh.

A (in diamond) 167/215, Order, 49 cases Plate Glass, from London.
B (in diamond) 28/38, Order, 11 cases Plate Glass, from London.

Ex Oxus.

M N / EDC 4560/61, Mr Paul Mignard, 2 casks Cognac, from Marseilles.

Ex Anadyr.

N H L 223/9, Order, 7 cases Provisions, from London.
N (in diamond) 13/14, Order, 2 cases Flowers, &c., from London.
H S 1652/53, Order, 2 cases Colors, from Marseilles.
H S 1701/05, Order, 5 cases Colors, from Marseilles.
AFD 14899/90, 14901/2, Order, 2 cases Bitters, from Marseilles.
Mr. T. Buff, underneath, Canton, 1 case Effects, from Marseilles.

G. de CHAMPEAUX,
Agent.

Hongkong, August 23, 1880.

NOW READY.

A complete Reprint, in Pamphlet Form, (81 pages), of the proceedings in the Recent Libel Case of

REGINA *V.* PITMAN,

containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

Price per Copy, - - - - 50 Cents.

China Mail Office,
Hongkong, June 19, 1880.

For Sale.

FOR SALE.

Prime "Young America" Cheese.
EASTERN CHEESE.
WHITTAKER'S HAMS, Very Fine.
BONELESS CODFISH.
SALMON BELLIES in Kits.
MACKEREL in Kits.
Family PIG PORK.
Prime Mess BEEF.
LAMBS' TONGUES.
CRACKED WHEAT.
CORNMEAL.
COMB HONEY in Frame.
PEA NUTS.
BARCELONA NUTS.
OX TONGUES.
HOMINY.
RYE MEAL.
PECAN NUTS.
HICKORY NUTS.
POTTED MEATS.
BARTLET PEARS.
PEACHES.
&c., &c., &c.

Ex "*MENELAUS.*"

AN Invoice of MILNER'S
PATENT FIRE PROOF SAFES
and
DEED CHESTS.
To be Sold at Manufacturers' Prices.

T. & D. HENRY'S GOVERNMENT NAVY CANVAS, all Numbers.
FLAX SEAMING TWINE.

Ex "*HOPE.*"
WOODBERRY'S COTTON DUCK, Nos. 1 to 10.
RAVENS DUCK, and
DRILLS.
COTTON TWINE.

Ex "*RAPHAEL.*"
A Large Assortment of
CROCKERY AND GLASSWARE.
DINNER SERVICES,
DESSERT SERVICES,
TOILET SERVICES,
BREAKFAST SERVICES,
&c., &c., &c.

Ex "*ANCHISES,*"
and
LATE ARRIVALS.

RUTHERFORD'S Extra All Long FLAX CANVAS.
RUTHERFORD'S Royal Navy CANVAS.
RUTHERFORD'S Best Boiled Do.
Engine COLZA OIL.
English COTTON WASTE.
TUCK'S Patent PACKING.
Flax PACKING.
HORN'S Best Russian CORDAGE.
Best English Charcoal WIRE ROPE.
Galvanized IRON CHAIN, 3/16th, 1/4th and 3/8th.
HUBRUCK'S PAINTS and OILS.
TURPENTINE. Copal VARNISH.
French POLISH. SOFT SOAP.
OAKEY'S Wellington KNIFE POWDER.
Plate POWDER. Plate BRUSHES.
Billiard CHALK. CUE TIPS.
Metallic TAPE LINES.

CHUBB'S Patent PADLOCKS,
Till LOCKS,
Cupboard LOCKS,
Box LOCKS.

FIRE GRATES.
Suspension and Bracket Patent Extinguishing KEROSINE LAMPS.
RODGERS & SONS' CUTLERY.
Electro-plated WARE.
BUNTING and Bunting THREAD.
BUSSEY'S PATENT PNEUMATIC GUN.

Royal Bristol GINGER ALE, in Pint Bottles.
JEFFREY'S India PALE ALE, in Pint Bottles.
CLARET—Chateau THIBOEUF.
IRES GRAVES, Pints and Quarts.
Chateau LAROSE.
Breakfast CLARET.

HAUT SAUTERNE.
SASCONE'S White Seal SHERRY.
Do. Amontilado SHERRY.
Do. Very Fine OLD PORT.
Draught ALE and PORTER, sold by the Gallon.

STATIONERY.
BOOKS.
TOBACCOS, and
CIGARS.

JOHN
MOIR & SONS',
CROSSE & BLACKWELL'S,
and
AMERICAN
OILMAN STORES.

SHIPCHANDLERY
of
Every Description.

SAIL-MAKING and RIGGING, promptly executed.

MacEWEN, FRICKEL & Co.
Hongkong, July 20, 1880.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON MONDAY, the 30th day of August, 1880, at Noon, the Company's S. S. *OXUS*, Commandant RAPATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th of August, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, August 17, 1880. au30

MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA *VIA* KOBE AND INLAND SEA.

THE S. S. *SUMIDA MARU*, Captain HUBENET, due here on or about the 30th August, will be despatched as above on SATURDAY, the 4th September, at Daylight.

Cargo received on board and Parcels at the Office up to 6 p.m. of 3rd September.

No Bill of Lading signed under $2 Freight.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To KOBE.....Cabin $60. Steerage $15.
" YOKOHAMA & NAGASAKI... Do. $75. Do. 20.

A REDUCTION is made on RETURN CABIN PASSAGES.

CARGO and PASSENGERS for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's OFFICES, No. 50A, QUEEN'S ROAD CENTRAL.

Hongkong, August 23, 1880. se4

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 9th September, at 1 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Freight will be received on board until 2 p.m., the 8th September. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overladn Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., *Agents.*
Hongkong, August 23, 1880. se9

Mr. Andrew Wind,
NEWS AGENT, &c.
138, NASSAU STREET, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

Insurances.

CHINA TRADERS' INSURANCE COMMPANY, LIMITED.

HEAD OFFICE, HONGKONG.

Position of the Company at the close of the last financial year, the 30th April, 1880.

CAPITAL SUBSCRIBED.....$1,000,000.00
CAPITAL PAID-UP.....$ 300,000.00
RESERVE FUND.....$ 425,000.00
BALANCE UNDIVIDED.....$ 70,278.43
DIVIDEND PAID TO SHAREHOLDERS.....20 % per Annum.
DIVIDEND PAID TO ALL CONTRIBUTORS OF BUSINESS, 25 % on the amount of their Contributions.

THE Company grants Policies on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.

B. GOLDSMITH,
Acting Secretary.
Hongkong, August 13, 1880.

Insurances.

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000
PERMANENT RESERVE.....Tls. 230,000
SPECIAL RESERVE FUND.....Tls. 263,268

TOTAL CAPITAL and ACCUMULATIONS, 8th April, 1880.....Tls. 913,268

Directors.

F. B. FORBES, Esq., *Chairman.*
W. M. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKVOSS, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs RUSSELL & Co., *Secretaries.*

LONDON BRANCH:
Messrs BARING BROTHERS & Co., *Bankers.*
RICHARD BLACKWELL, Esq., *Agent*, 68 and 69, Cornhill.

POLICIES granted on Marine Risks to all parts of the World.

Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the Premia paid by them.

RUSSELL & Co.,
Agents.
Hongkong, May 11, 1880. 1oc80

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against *Fire* to the extent to $45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of *His Majesty King George The First*, A. D. 1720.

—o—

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20 % allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000 "
Reserve Fund upwards of £ 120,000 "
Annual Income £ 250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

To-day's Advertisements.

FOR HOIHOW AND PAKHOI.

The Steamship "*Hainan*," Captain CONNER, will be despatched for the above Ports TO-MORROW, the 25th Instant, at 6 p.m., instead of as previously notified.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, August 24, 1880. au25

FOR SHANGHAI.

The Steamship "*China*," Capt. ACKERMANN, will be despatched for the above Port on THURSDAY, the 26th Inst., at 10 a.m.

For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, August 24, 1880. au26

FROM LONDON AND SINGAPORE.

THE S. S. *Glencoe* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m. TO-DAY.

Cargo remaining undelivered after the 30th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.
Hongkong, August 24, 1880. au31

NOTICE.

F N (in dia.) F } 2001/2500, 500 Boxes WINDOW GLASS.
G N (in dia.) G } 2501/3000, 500 Boxes WINDOW GLASS.

Shipped by STEINMANN & LUDWIG.

CONSIGNEES of the above-named Cargo ex *Cora* are hereby informed that their Goods have been landed and stored, and are now lying at their risk and expense, uninsured against Fire, in the Godowns of the Undersigned.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, August 24, 1880.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CILURNUM, British ship, Capt. Beadle.—Wieler & Co.

CLIFTON, British barque, Capt. Davies.—Rozario & Co.

GENERAL FAIRCHILD, American barque, Capt. David Kelly.—Melchers & Co.

ROSIE WELT, American ship, Capt. O. C. Welt.—Arnhold, Karberg & Co.

JOHN R. STANHOPE, American barque, Capt. H. G. Pillsbury.—Order.

NIAGARA, German barque, Captain J. Kuhlmann.—Arnhold, Karberg & Co.

JOHN M. CLERK, American barque, Capt. B. W. Conant.—Douglas Lapraik & Co.

SAN JOAQUIN, American ship, Capt. J. B. Drinkwater.—Arnhold, Karberg & Co.

SIBLAS, French barque, Captain C. Huet.—Captain.

KEPLER, German barque, Capt. Hazenburg.—Siemssen & Co.

WOODVILLE, British barque, Capt. Lewes Rodd.—Arnhold, Karberg & Co.

ALMA, Bremen barque, Captain H. Lahmeyer.—Melchers & Co.

SHIPPING.

ARRIVALS.

Aug. 24, *Killarney*, British steamer, 1060, O'Neil, Melbourne July 29, and Newcastle Aug. 4, Coal.—GIBB, LIVINGSTON & Co.

Aug. 24, 1.30 a.m., *Glencoe*, British steamer, 2913, W. A. Gulland, London July 15, and Singapore Aug. 18, 4.15 p.m., General.—JARDINE, MATHESON & Co.

Aug. 24, *Ajax*, British steamer, 1639, A. Kidd, Liverpool July 8, and Singapore Aug. 18, General.—BUTTERFIELD & SWIRE.

Aug. 24, *China*, German steamer, from Canton.

Aug. 24, *Alma*, German barque, 938, Herm. Lahmeyer, Cardiff April 27, Coal.—MELCHERS & Co.

Aug. 24, *An lan*, Chinese gunboat, from Canton.

DEPARTURES.

Aug. 23, *Esmeralda*, for Amoy.
24, *Hwai Yuen*, for Shanghai.
24, *Yangtsze*, for Shanghai.
24, *China*, for Singapore, &c.
24, *Belgic*, for Yokohama and San Francisco.
24, *Yungching*, for Shanghai.
24, *Zamboanga*, for Manila.

CLEARED.

Yottung, for Swatow.
Charger, for San Francisco.
Conqueror, for San Francisco.
Hainan, for Hoihow.
Olympia, for Chinkiang.
Bellona, for Foochow.
Myvanwy, for Port Natal.

PASSENGERS.

ARRIVED.

Per *Glencoe*, from London, &c., Mrs Limby, family and native nurse.

Per *Ajax*, from Liverpool, &c., Mrs Danby and children, and Mrs Wood for Hongkong; Mrs Wymark for Japan.

DEPARTED.

Per *Belgic*, for Yokohama, Messrs G. de Castro, and E. de Paiva; for San Francisco, Mrs Burton, Mr W. B. Loxley, 2 Europeans and 5 children, and 93 Chinese.

Per *Yangtsze*, for Shanghai, Mrs Goetz.

Per *Zamboanga*, for Manila, Messrs Felippe Conga Arguelle, José Torrello, Pedro Biondi, Jose Araval, and W. McG. Smith.

Per *Yungching*, for Shanghai, 30 Chinese.

Per *Hwai Yuen*, for Shanghai, 60 Chinese.

Per *China*, for Singapore, 20 Chinese.

SHIPPING REPORTS.

The *Glencoe* from London reports: Left London July 15th, Port Said 27th, Suez 29th, West of Point de Galle had very strong S.W. monsoon. Arrived Singapore Aug. 17th; left at 4.15 p.m. of the 18th. Fine weather to this port; arrived at 1.30 a.m. (24th).

The British steamer *Ajax* reports: First part moderate monsoon, latter part light winds and calms.

The German barque *Alma* reports: Fine weather all the time. On 5th Aug., spoke W.S.T.R. from River Tess to River Lindy, 94 days out, in lat. 4.46 S., long. 106.24 E., all well.

The British steamer *Killarney* reports: Fine weather throughout the whole passage.

POST OFFICE NOTICES.

MAILS will close:—

For FOOCHOW.—
Per *Bellona*, at 8.30 a.m. To-morrow, the 25th inst.

For AMOY AND TAIWANFOO.—
Per *Albay*, at 11.30 a.m., on Wednesday, the 25th inst.

For SWATOW, AMOY AND TAMSUI.—
Per *Fokien*, at 11.30 a.m., on Wednesday, the 25th inst.

For HOIHOW AND PAKHOI.—
Per *Hainan*, at 5 p.m. To-morrow, the 25th inst., instead of as previously notified.

For SHANGHAI.—
Per *China*, at 9.30 a.m., on Thursday, the 26th inst.

For NAGASAKI AND YOKOHAMA.—
Per *Sunda*, at 3.30 p.m., on Thursday, the 26th inst., instead of as previously notified.

For PORT DARWIN.—
Per *Penedo*, at 5 p.m., on Thursday, the 26th inst.

For SAIGON.—
Per *Quinta*, at 5 p.m., on Monday, the 30th inst.

For JAPAN *via* KOBE.—
Per *Sumida Maru*, at 5 p.m., on Friday, the 3rd Sept.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Oxus* will be despatched on MONDAY, the 30th August, with Mails to and through the United Kingdom and Europe, *viâ Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (viâ Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet *City of Peking*, will be despatched on THURSDAY, the 9th September, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c. which will be closed as follows:—
0.15 P.M.—Registry closes.
0.30 P.M.—Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet *with Late Fee of 10 cents extra Postage* until the time of departure.
Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay cannot be sent by this route.
Hongkong, Aug. 23, 1880. sep9

Quotations.

HONGKONG, *August* 24.

OPIUM.—New Patna, cash,... 627½ a 32½
" Old " cash,... —
" New Benares, cash, 601½ a 2½
" Old " cash, —
" New Malwa, credit, 750 a 770
" Allowance, Taels ... 8 a 32
" Old Malwa, credit,—

Exchange.

Bank, Wire,... ... ... 3/8¾
" Demand, ... 3/9
" 30 days' sight, ... 3/9⅛
" 4 months' sight, ... 3/9⅜
Credits, 4 " " ... 3/9⅞
Documentary, 4 months' sight, 3/9⅞
India, Wire,... 222
" demand, ... 222½
Shanghai, demand, ... 72½
" 30 days' sight, ... 73½
Gold Leaf, 99½ fine 27.70
Sovereigns, ... 5.36

Shares.

Hongkong Bank, 56 % prem., sales.
Union Ins. Soc. of C'ton, $1,400 per s., sales.
China Traders' Ins. Co., $1,400 p. s., ex d.
North China Ins. Co., Tls. 1,075 per share.
Yangtsze Ins. Assoc., Tls. 720 per share.
Chinese Ins. Co., $300 sales.
H.K. Fire Ins. Co., $865 per share, sales.
China Fire Ins. Co., $237½ per sh., sales.
H.K. & W. Dock Co., 9 % dis. ex div.
H.K. C. M. S.-boat Co., $22 prem., sales.
S'hai Steam Nav., Tls. 8 per s. nominal.
China Coast St. Nav. Co., Tls. 100 per s.
Hongkong Gas Co., $80 per share.
Hongkong Hotel Co., $63 per share, sales.
China Sugar Refining Co., $163 per sh.
Do. Debentures, 3 pc. prem.
Chinese Imperial Loan of 1874, nominal.
Do. of 1877, do.
Cosmopolitan Dock, par, nominal.

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

HONGKONG, *August* 24.

BAROMETER—	9 A.M....	29.956
Do.	1 P.M....	29.912
Do.	4 P.M....	29.874
THERMOMETER—	9 A.M....	86
Do.	1 P.M....	89
Do.	4 P.M....	89
Do. (Wet bulb)	9 A.M.	80
Do. Do.	1 P.M.	81
Do. Do.	4 P.M.	82
Do. Maximum ...	...	90
Do. Minimum over night		82

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Fokien* leaves for Swatow, &c.
Noon.—*Albay* leaves for Amoy, &c.
6 p.m.—*Hainan* leaves for Hoihow, &c.

General Memoranda.

THURSDAY, August 26:—
10 a.m.—*China* leaves for Shanghai.

FRIDAY, August 27:—
Penedo leaves for Port Darwin.

SATURDAY, August 28:—
Noon.—Auction of piece-parcel Ground at Mr J. M. Armstrong's Sales Rooms.
8 p.m.—Meeting of Shareholders and Subscribers of the City Hall in the Library.

MONDAY, August 30:—
Noon.—French Mail leaves for Ports of Call and Europe.
Goods per *Glencoe* undelivered after this date subject to rent.

SATURDAY, September 4:—
Daylight.—Mitsu Bishi Mail leaves for Yokohama, &c.

THURSDAY, September 9:—
1 p.m.—American Mail leaves for Yokohama and San Francisco.

THE
HONGKONG DISPENSARY,
Established A.D. 1841.
香港大藥房
A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.
MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.
☞ *The Manufactory is under direct and continuous European Supervision.*
Hongkong, June 1, 1876.

MARRIAGE.

At St. Peter's Church, by the Rev. C. G. Booth, JOHN STEWART NAZER, fourth Son of John Culmer Nazer, Paddock House, Hythe, Kent, to FLORENCE ANNIE SAMPSON, youngest Daughter of A. F. Sampson, Harbour Master's department, Hongkong.

DEATH.

August 24, at No. 3, Blue Buildings, Praya East, COLSTON ALEXANDER, infant Son of Alice and Carl Seimund, aged 3 months and 5 days.

☞ *The publication of this issue commenced at 8.15 p.m.*

The China Mail.

HONGKONG, TUESDAY, AUGUST 24, 1880.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]

(*Per E. E. A. & C. Telegraph Co.'s Lines*)

GRAVEST ASPECT OF AFFAIRS IN IRELAND.

LONDON, August 21.

The Lord President of the Council, in reply to a question, said that the condition of Ireland in several parts presented the gravest aspects.

LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected here on or about the 31st inst., by the Pacific Mail steamer *City of Peking*.

THE following short but satisfactory telegram is taken from one of the latest *Straits Times* to hand:—

Bombay, August 17.—The latest news from General Roberts is good.

WE have received a most important document from Colonel Gordon, relating to the organization of the Chinese army, for which we shall find a place in to-morrow's issue. The document was laid before the High Authorities, and in itself shows the great interest which the gallant Colonel has taken in China's welfare.

THE *Glencoe*, Capt. Gulland, from London July 15th, reports that when in the English Channel on the morning of the 16th July she fell in with the Spanish barque *Luna Nueva* in flames, fore and aft. The *Glencoe* rescued the Capt., his wife and crew without accident and afterwards transferred them to the tug *Victor* to land; vessel belonged to Corcubia.

WE regret to note the death of Mr Ward Prestage, of the Surveyor General's Department, who died last night, after a few weeks' illness. Mr Prestage entered the service in July 1863 as overseer of works, and he has been a clerk of works in the same Department for the greater portion of that period (17 years' service). He was a steady, quiet and intelligent man, and took an active part in the charitable organisations connected with the Roman Catholic Church here. His funeral took place this afternoon, and was largely attended. He leaves a widow and several children.

SOME two hundred and fifty persons of all nationalities and all ages patronised Mr Hahn's Garden fete last night at Kowloong. The weather was in every way suitable for such a gathering as an Italian Night suggests; dancing, skating rinking, and other recreations were indulged in and the large company had plenty of scope for plentiful enjoyment. Everything was conducted with the greatest decorum and all went smoothly. Considerable disappointment was felt and expressed at the absence of the Band of the H.I.M.'s *Freya* which, it appears, was promised for the occasion and the engagement cancelled only at the last moment. Many had gone to hear the Band as much as anything and were considerably disappointed. The dancers were well satisfied with the string Band substituted at the eleventh hour. The Gardens, we ought to have said, were very brilliantly and tastefully illuminated. A splendid display of Chinese fireworks was made shortly after eleven o'clock. We understand Mr Hahn intends to make last night's gathering, the first of a series of "Italian nights" during the summer months; and we have no doubt they will be appreciated by the large section of the community whose tastes seem to incline them to take their pleasures out in that form.

By the arrival of the steamer *Glencoe* we learn something definite concerning the achievements of the two leading tea steamers in the race home. The exact time taken by the *Glencoe* in her passage from Woosung to Gravesend was 87 days 22 hours, including a detention of about 28 hours in the Suez Canal. The *Loudoun Castle* was 89 days 8 hours from Woosung to Gravesend, but we cannot speak of the detentions which she may have suffered on the passage. It is unquestionable that, owing to sundry reasons, the *Glencoe's* preformances did not come up to expectations. She improved slightly upon her last year's time, but certainly has not as yet done her best. This last operation may be successfully performed next season. It is plain, however, that the brilliant promises made by the owners of the Glen line will have to be carried out by a faster vessel than the *Glencoe* has turned out to be. Indeed, it would appear that these splendid vessels require two or three years to get into proper racing trim; and upon this principle, and in view of the numerous improvements that seem to crowd into the shipbuilding profession, it is highly satisfactory to learn that two sister ships are already on the stocks for this enterprising firm. These two vessels are spoken of as slightly larger than the *Glencoe*, but of a different build. Their speed is at present uncertain; but this quality of speed, which may be regarded as one of the main features of the *Glen* steamers, will be more fully developed by a third vessel which, we understand, it is the intention of Macgregor, Gow & Co. to build for the Tea Season of 1882. This new steamer, as we have intimated, will be better fitted to realize the anticipations of Mr Macgregor than any of her predecessors, as she will be guaranteed an average speed of fifteen knots an hour, and will possibly accomplish the run from Woosung to London in thirty-one days. It is therefore probable that the Glen line will thus be enabled to retain the lead which it has held for the last five or six years of the Tea trade from China.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

The half-yearly Ordinary Meeting of Shareholders of the above Company was held at the Company's Office, Club Chambers, at 3.30 o'clock, this afternoon.

Hon. W. Keswick, Chairman of the Company, presided, and there were present: Messrs H. Hoppius, A. McIver, A. T. Manger, A. André, Directors, and Messrs G. de Champeaux, F. D. Sassoon, J. T. Chater, H. W. Davis, J. Y. Vernon Vernon, J. H. Mosely, A. Newton, D. MacCulloch, T. D. Williams, W. K. Hughes, H. Foss, A. MacClymont, A. E. Vaucher, H. T. H. Tripp, H. H. Taylor, and D. R. Crawford.

The Chairman said that with the permission of those present they would take the report as read. It was a matter of much regret to the Directors that on this occasion they had a less favourable report to submit to the shareholders than usual. It was unnecessary that he should detail the difficulties that had been met with in bringing to a conclusion the purchase of the property at Sand's slip; there had been great delay occasioning an exceeding amount of annoyance and some expense, but he thought that now the difficulties had been overcome and that in a short time all hindrance to dealing with the property would be removed. The Slip which the Directors had hoped would be sold in Manila, had not yet been disposed of, but they were now engaged in negotiations which they hoped would result satisfactorily. The property, there was every reason to believe, was good and that in process of time they would receive for it a good value. The stock of the Company, as they would see by the accounts, was very large, but it was stock that was very valuable and such as must be kept in hand, so that the Company might be in a position to do all or any work that might come to it. It was not over-valued, it was under-valued, so far as they could estimate that value, and he had no doubt that from the work they were getting, the stock would be somewhat reduced shortly. In some departments there was more stock in hand perhaps than it was necessary they should keep up, and, as that became reduced, in the interests of economy the directors would see that it was kept down. The establishments of the Company were in perfect working order, they could not be better; everything was proceeding satisfactorily. The competition they met with had reduced charges very much, and consequently reduced profits, but from present prospects he had no reason to believe that the directors would not be in a position to render a better account at the next meeting than that which he had laid before them to-day.

The usual question being put from the Chair as to whether any shareholder desired to obtain any information from the Directors before the Report was put to the meeting, receiving no response,

The Chairman proposed, and Mr W. K. Hughes seconded the adoption of the report, which was carried unanimously.

It was stated that the dividend warrants would be ready to-morrow.

The Chairman then stated that there was no further business before the meeting; the election of the Auditors and Directors took place at their next meeting.

CHINA SUGAR REFINING COMPANY, LIMITED.

A second extraordinary general meeting of the shareholders of this Company was held this afternoon (24th) at the Company's offices, for the purpose of confirming a special resolution passed at a previous extraordinary general meeting held on the 10th inst., authorising the company to purchase the Sugar Refinery at Swatow, pursuant to the circular issued by the General Agents on June 9th.

Hon. W. Keswick, the Chairman of the Company, occupied the chair. There were also present: Messrs W. H. Brereton, F. T. P. Foster, F. D. Sassoon, A. André, E. F. Alford, D. Ruttonjee, F. MacGregor, and H. Dickie.

The Chairman moved a resolution confirming that passed at last meeting, which was in these terms :—

"That the Company do purchase the premises known as the Oriental Sugar Refinery of Swatow, comprising certain pieces of parcels of ground situate in Ngan Tin at Swatow known as 'Hop Sin Tow,' containing seven mows, a piece or foreshore site, at Sha-poo, Swatow, known as How Ow and Hung Ow, and a piece or foreshore at Swatow, known at Kok Sek Kun, containing ten mows, with the messuages erections and buildings on all the said premises and all Sugar Refining Machinery and plant thereon, for a sum not exceeding $175,000, and that the Company do establish and carry on at Swatow the business of Sugar Refiners and Sugar dealers."

The motion was unanimously agreed to.

There was no other business.

THE DISASTER ON THE HELMUND.

LATER TELEGRAMS.

We are furnished with the following later telegrams from India by the arrival of the steamer *Glencoe*, which brings British India papers to the 3rd August. There are some crumbs of further information to be found in them as to the Helmund Disaster.

Allahabad, July 26.—Wali Mahomed has resigned the Governorship of Cabul, and Sirdar Yusuf Khan succeeds him temporarily on behalf of Abdul Rahman. The Chief Political Officer's camp moves to General Gough's camp on Monday, where the first meeting with Abdur Rahman takes place. Troops under orders for returning to India *via* Shutargardan and ordered to arrange for carriage for fifteen days' rum, tea, sugar, and four days' flour. General Ross's division going by the Khyber way arranges for similar supplies for ten and four days.

Cabul, July 26.—General Charles Gough's force marches to-day from Zimma to Kill Hushman, nine miles from Sherpur, whither Mr Lepel Griffin goes to await the arrival of Abdul Rahman. General Stewart will go out when the latter approaches. Preparations for our departure next month are being rapidly completed. A convoy of sick Europeans are leaving at once. The Khan of Lalpura was attacked on Saturday by Mohmunds, who dispersed at nightfall after inflicting a loss upon the Lalpura party. The Cabul river is reported safe for rafts, which are used largely conveying stores, &c., down the line of communication.

Further Candahar news shows that the deserters from the Wali's army were pursued by 5 companies of the 66th Foot, 3 companies of Jacob's Rifles, 300 Sabres and E. B., R. H. A. The deserters' guns were silenced by a few rounds from the Artillery, and they themselves fled, pursued by our Cavalry, but protected to a great extent by the nature of the ground, which was intersected by irrigation channels. Our loss was three men of the 66th wounded and several horses killed. All the Wali's guns, baggage, and treasure were recovered.

Cabul, July 27.—News continues to be received of the pleasure felt by the tribesmen generally at the decision of Government regarding the Amir, although in some districts, notably Maidan and Calandar, collections of Ghazis still exist. Such are of no importance, and the action taken by many of the more peaceful inhabitants in going to or sending to Abdul Rahman with assurances of their allegiance to his cause has had the effect of ridding several districts of the presence of Ghazis. The influence of the malcontent leaders continues to decrease, and it is probable that Mahomed Jan, Mahomed Hussain Khan and other chiefs would willingly abandon all idea of further opposition at present were they not continually being incited to continue it by the partizans of Yakub and Musa Khan in Kabul and different other places. Mahomed Jan has been taunted by the members of Sher Ali and Yakub's family with wavering, and many members of the above families have left Kabul, and gone in the direction of Ghazni. Abdul Rahman is still at Charikar. Mr Griffin goes out into camp near Zimma some day the present week, where he will meet the Amir and transact business. The Amir may come into Kabul before the troops leave, but nothing is known for certain. In that case a review will probably be held of all the three divisions. The 27th N.I. is under orders to march at once. It will be followed by the other Corps early in the ensuing month, but the mass of the troops will not, it is expected, leave before the 12th instant. The 3rd division will move up to Logar towards Kabul, and return by the Khaibar route most likely, with the exception of the 2nd Sikhs and 1st P.C. which will accompany the force proceeding under Sir F. Roberts by the Kuram. A large European convoy left this morning, to-morrow a native convoy leaves. By the 8th prox. their carriage is expected back here. Yusuf Kahn has formally assumed the Governorship of the city, and Kotwaly is in the hands of Abdul Rahman's men. Wali Mahomed is still here, but is likely to return with the troops towards India. It is reported that the Amir has made Musa Jan his heir, but this is not confirmed. Major Roberts of the 9th Foot, Lieutenant-Colonel Stewart of the Guides, and Lieutenant Young of the 1st P.C., invalided from Kabul, have left. Stores continue to leave rapidly.

Allahabad, 30.—The particulars of the defeat of General Burrows's force are similar to the account supplied by the Press Commissioner. News from Cabul is that the mother of the late Abdulla Jan has escaped to Maidan and joined Hashim Khan. She has much wealth, and being a woman of restless spirit, may try to keep the Jacobin faction together by a liberal expenditure of money. Four hundred Safis have joined the Maidan malcontents. Referring to Lord Hartington's recent statement concerning the restoration of guns to the new Ameer, the *Pioneer* says there is no intention of sending back the guns brought down to Peshawur. Some Afghan guns originally captured by General Roberts have all along been kept at Cabul in order that they might be given to any Ameer who should be established with the approval of the British Government.

A special telegram from London states that the Famine Report, with dissents of Messrs Sullivan and Caird, has been published.

Simla, July 28.—General Burrows has fought an action with Ayub's troops near Kushki Nakhud and sustained a reverse, particulars not yet known. Reinforcements pushing up.

Allahabad, July 29.—The disaster that has befallen General Burrows' force on the Helmund appears to have been far more serious than the bare official statement of the Press Commissioner's telegram would imply. From other sources the *Pioneer* learns that the small force has been utterly routed if not destroyed. The news is said to have been brought into Kandahar by some thirty sowars who had ridden for their lives. General Primrose was entrenching himself at Kandahar, but the gravest fears are entertained for his safety. Colonel St. John is said to have been out with the Helmund Brigade, but to have escaped. A special meeting of the Council was held on Wednesday afternoon to consider the emergency.

Simla, 29.—The statement in Reuter's telegram about General Burrows' force is not borne out by the facts ascertained up to date. Sir R. Sandeman reports that General Primrose up to the time the wire was cut at 11 a.m., yesterday, did not know the extent of the defeat; but his last message was to the effect that the disaster was not so great as at first believed, though very severe. The enemy, who were very strong in guns which they worked well, only pursued for three or four miles; two of our guns were taken; the rest are expected in. Several parties of General Burrows' force have arrived in Kandahar, and General Brooke has gone out to bring in others. The Cantonments at Kandahar have been vacated and the citadel occupied. Before telegraphic communication ceased, the following officers were reported to have reached Kandahar safely :—Colonel W. Mainwaring, 30th N. I.; Colonel C. Griffith, 1st N. I.; Major C. Oliver, 66th Foot; Lieutenant F. Whittack, 1st N. I.; Lieutenant T. Geoghegan, 3rd Cavalry; Surgeon-Major C. Harvey, Horse Artillery; Surgeon G. Burroughs, 3rd Sind Horse; Surgeon O. Eaton, 16th N. I.; Surgeon A. Dave, 1st N. I.; Col. St. John was also safe up to the same time. The following casualties were reported :—

E-B. Horse Artillery, Lieutenant E. Osborne, killed; Major G. Blackwood, wounded; 66th Foot, Captain A. Roberts killed, Lieutenant H. Lynch wounded; 3rd Native Cavalry, Captain M. Mayne and Lieut. J. Reid wounded; 1st N. I., Lieut. W. Aslett killed, Lieut.-Col. H. Anderson wounded; 30th N. I., Captain H. Smith, Lieut. W. Justice, and Lieut. D. Cole killed. Reinforcements were on the road between Quetta and Kandahar when the defeat occurred and are going rapidly forward. All the troops now stationed along the railway line and at Thull Chotiali will be concentrated immediately at Pishin for speedy forward advance. Sir R Sandeman and General Phayre are using every exertion to push onward all the additional troops already marching on Kandahar and two fresh regiments will have already reached Kandahar. Two strong Brigades will be sent up with Artillery and Cavalry from India. Reinforcements are also coming from England. The Khan of Khelat has offered all the assistance in his power and has placed at the disposal of Government the resources of his State, sending at once a large number of camels and horses for transport purposes as well as supplies.

Allahabad, August 2.—As understood, General Primrose is shut up in Kandahar. Anxiety is felt at Simla that Ayub's forces may sweep on towards Ghuzni, and overwhelm the small garrison at Khelat-i-Ghilzai; as, however, this garrison includes two Companies of H. M.'s 66th and European Artillery, all well found with ammunition, it may be expected to hold its own. Great indignation is said to be felt at Simla at the alarming telegrams despatched by General Primrose, who had nothing to go upon but the wild testimony of fugitive sowars. General Primrose is also held responsible for military mismanagement in sending forward a weak brigade to meet Ayub's first rush.

A telegram from Cabul, dated 31st July, reports that on that morning Mr Lepel Giffin rode out from Khila Haji five miles to the north where a tent was pitched for an interview with the Ameer. Escort was drawn up at foot of the hill to the south east, while a squadron of the 9th Lancers was about the tent itself. None of Ameer's troops could be seen, but were said to be beyond the hill. Mr Cunningham, Captain Ridgeway, Rajah Jehandad Khan and Afzal Khan went to the Ameer's tent to meet him. Mr Lepel Griffin and rest of the staff went half way. At a private interview which followed, the Ameer was attended by Yusuf Khan and Mr Lepel Griffin by Mr Cunningham and Major Hastings. Ameer's appearance said to be far more prepossessing than his photograph led to suppose, while his bearing is excellent. Mr Lepel Griffin's and officer's escort were presented to the Ameer, who had provided refreshments for all comers.

Police Intelligence.

(*Before J. J. Francis, Esq.*)

Tuesday, August 24.

THE ALLEGED PIRACY IN HONGKONG WATERS.

Lee Su Tsung, Lau Afuk, Tsoi Su Ki, Cheung Atak, Lau Aun, Ching Asau, Fok Afuk, and Tam Ayung, seamen, were charged under different sections of the piracy ordinance, as follows :—(1) that they did, on the 15th instant, on the high seas, piratically steal, take, and carry away a boat, fifty piculs of sugar, two piculs of pears, and other goods, the property of Cheong Asau, against the 2nd, 3rd, 4th, 5th, 6th and 7th prisoners; (2) confederating with pirates knowing them to have been guilty of piracy; and (3) with being found within the Colony of Hongkong on board a boat equipped for the purposes of piracy.

Mr A. B. Johnson, Acting Crown Solicitor, prosecuted; and Mr Brereton, of Messrs Brereton and Wotton, defended the prisoners.

In this case, Mr Johnson asked that the prisoners should be committed for trial, a *prima facie* case having been made out, and as the case was one which must go to Jury. There was no evidence whatever brought before his Worship that these men had anything to do with any Chinese Cruiser or that they went on board with any lawful purpose or under any idea that they were acting legally in going on board. The evidence of the first and second witnesses referring to the boat could not be taken as in any way conclusive in such an important matter as this. They had been told that the junk was taken to the station, but there had not been evidence to show that these men were not, what he had established a *prima facie* case that they were, pirates.

The Magistrate said the charge had been pressed from the beginning only as against five men. On what possible ground could he ask that all be committed?

The Crown Solicitor said he charged them with being the confederates of pirates and quoted the section.

The Magistrate pointed out that the clause provided that those convicted must be proved to have known that the men were pirates. There was no evidence that the boat in which these men were was equipped for piratical purposes. With reference to the stealing of the boat there were only two men whom he could commit.

Mr Johnson again referring to the clause about confederates,

The Magistrates said he had not proved the guilty knowledge on the part of any of these men.

Mr Johnson said he would leave it in his Worhip's hands.

Mr Brereton submitted that there was no case whatever, there was not a reasonable *prima facie* case made out, and he submitted that his Worship could not commit the men for trial on the evidence that was before the Court. There was no identification of these eight men with any of the men who were on board the craft which overhauled the complainant's boat. Mr Brereton went on to ridicule the evidence of one of the witnesses who admitted that he was frightened, that he was running away, that he only saw his pursuer's face once and yet was ready to swear to the man. One witness spoke to one man being the first man who led the men, another swore to another one of the prisoners entirely dissimilar in appearance

The Magistrate said that so long as there was contradictory evidence it was his duty to commit.

Mr Brereton submitted that as against six, at least of the prisoners, there was no evidence at all. Inspr. Mathieson, in the exercise of that roving commission he enjoyed in the Harbour and the waters of this Colony, found these boats "searching" as they called it, and took every man on board into custody. He had had a charge of assault preferred against them, he said. If there had been an assault committed it ought to have been left to be prosecuted in the usual way. If he had had information of a felony having been committed then he might have had reason for arresting them.

The Magistrate: You may have a very pretty case for an action for damages.

Mr Brereton did not desire to take up that matter. The prisoners would probably much rather not have the trouble and expense of an action. He went on to say that there was absolutely no identification of these men; and more, he was in a position to prove that every one of them was in the service of the Chinese Customs. What ever they did it could not be called piracy. He had the best evidence possible obtainable to prove who and what these men were. He had been under the impression that Mr Johnson was to abandon this charge altogether and merely proceed with the assault case. He had not brought up his books or anything else; he had been so sure of that.

The Magistrate said that however strong his opinion on the case was, he was bound as a matter of law to commit the prisoners No. 1 and No. 7. There were certain discrepancies, but it was not for him to decide regarding contradictory evidence. As to whether the intent was such an intent as to constitute piracy on the high seas, the Supreme Court and the Jury would be the best able to decide. Mr Brereton would, he presumed, simply reserve his defence now.

Mr Brereton: Yes.

Bail was fixed as before—$500 each.

THE ASSAULT CASE.

The Acting Crown Solicitor next opened the case in which the same prisoners were charged with assaulting the same complainant within the waters of this Colony. The charge, he explained, was brought against all, but against seven only of the prisoners would be, he believed, be able to bring evidence. One man remained in the boat all the time; and against him, there was, therefore, no evidence of assault; but which of the eight this man was he could not say at present.

The Magistrate suggested a civil action in this case instead of a criminal prosecution.

Mr Johnson preferred to go on with the case before His Worship.

Cheung Akew: I am a pilot in charge of the *Tak Shun* boat, No. 120. I pilot vessels into Hongkong. I remember last Wednesday I was near the lighthouse at Sai-wan; I was on board my boat then. About 100 yards north of the lighthouse, I saw a boat with eight men in it. I asked, "What sort of a boat is yours?" They said,—"We belong to a Mandarin's boat." I asked them to show their flag. They made no answer but came alongside my boat. First one man, then another, then five came together into my boat, all seven men with swords. Each man had a double sword; all were drawn. The second defendant came first on board; the first defendant came on board, second. He called out,—"Cut him." The second defendant gave me a blow on the back with the flat of his sword. All the defendants except the last one, (a boy) came into my boat. They then commenced to search my boat but found nothing. They then went all away. At the moment I was struck the prisoners three to seven were searching the boat. I took my boat to Shau-ki-wan and went to the Police steam-launch and made a report. The Inspector went out in the steam launch. I went with him. When we got to the lighthouse, the boat was just going away; the Inspector called upon them to come back, which they did. The defendants all came on board the steam-launch. They are the same men.

Cross-examined:—This was at 8.30 It was quite dark. There was no lantern. From the time they came on board until they went away was half an hour. I swear I identify these men. I do not swear that these are the men simply because they are those arrested. Had I not gone back in the boat and had I met the men in the street I should have known them.

Mr Brereton: You swear that?—

Witness: Yes.

Mr Brereton: Well I don't think you will get anyone to believe you.

Cross examination continued:—I was struck with the back of the sword. I can show the marks. (Witness back bared but no mark found.) I was hurt by the blow. No blood was drawn. I took medicine to cure it. I will swear that the boat the Inspector hailed was the same as overhauled me at first. The upper part of the boat was painted white, the lower part was dark colour. I went to the steam-launch, then to the station, then back to the launch. I made a complaint to the Inspector and showed him the marks.

Re-examined:—I had a Chinese lamp on board my boat. It was lighted all the time. My boat is about 36 feet long. The dimensions are given in the license.

To the Court:—There was a bright moon giving a good light. The night was fine and clear. I was about 100 yards from the land when attacked. We could see the boat 50 yards off. I would have seen her further off, say 200 yards, had she not been coming from the shadow of the hill. This boat was Chinese built; I saw her afterwards in the custody of the Police. I took notice of the boat when it was alongside us. There were eight men on board the junk. I saw them. There were ten persons (men, women and children) on board my boat, myself, my wife and two sons being on deck; we were sailing. The other boat was rowing. I do not know why the one man cried out "cut him," and the other man struck me. I had said before that—"You have got no lantern and no flag. You had better not come into my boat." Somebody kicked my son. I swear that that night when the men were on board I saw their faces so that I could have known them all, had I met them next day. I said I could identify only two. I identify those two who struck me. I identify the others as well.

Chung Kum Sam, son of the last witness, gave evidence. He also spoke to the third prisoner having kicked him. He had given the man no provocation. It was not an accidental kick. He swore to the identity of the 1st, 2nd and 3rd prisoners. The boat was about 100 yards off the shore. He had not agreed with his father to say it was 100. It was only when the men came into their boat that his father lit his light.

Cheung Atim, corroborated. He spoke distinctly as to the assault on his father. He said the men were on board the boat only five minutes. He lit the lamp when the men came at the call of one of them and he went round with them with the lamp. He was frightened. He could only swear to the second prisoner. His father did not strike anybody.

Inspector Matheson gave formal evidence as to the receipt of certain information from the complainant about 10.15, when complainant had marks on his back, one a red bruise, the other more slight. He took complainant out in the steam-launch to Cape Collinson; when about a hundred yards off from light house, saw a boat crossing the bow of the launch heading towards How-tow Chau: Hailed her several times and asked them what they were doing there. The first defendant replied. He said, they were searching. Witness asked what they were doing searching over here. He made no reply. He ordered the men on board and put a Constable in charge of their boat.

Cross-examined:—I took then into custody on the charge of aggravated assault, preferred by the complainant in this case.

Mr Brereton: Do you consider yourself justified in taking into custody any one against whom a charge of aggravated assault is made?

Witness: I do.

Mr Brereton: I don't.

Witness: My authority is to be found in Sec. 14 of 1845, sec. 19.

Witness proceeded: I considered the assault an aggravated one through seeing the marks on the man's back. I found three swords 3 muskets, 3 pistols, and some ammunition. I can swear there were no more swords on board. There were eight men on board; they are the prisoners in this case. I do not know the boat in which these men were found to be a Customs Revenue boat.

To the Court:—The complainant was asked the same night to point out the man who assaulted him. He pointed out the second prisoner.

Mr Johnson said that was his case.

Mr Brereton asked whether he did not call Inspector Swanston who brought the men over here and had charge of the case from the point Mr Matheson left off at.

Mr Johnson did not see that it was necessary.

The Magistrate said it might be as well to make the case more complete; but of course it was entirely at the discretion of the prosecutor.

The Crown Solicitor thought it would be merely a waste of time.

Mr Brereton remarked that there was one point of very great importance as to which Mr Swanston could speak—"Did the complainant say he could identify two only of the prisoners."

The Magistrate said if Mr Johnson did not call Inspector Swanston, Mr Brereton could call him himself.

Mr Brereton said he would just ask the Inspector to step into the box for a moment.

Mr Johnson then called Mr Swanston and put the questions Mr Brereton had suggested.

Inspector Swanston said that when the complainant identified in his presence the two prisoners (1st and 2nd) from among 14 prisoners, he did not say he could not identify any more. But these were all he picked out.

To the Court:—I asked him whether he could not identify any of the others; he said nothing, but looked about amongst the rest. He did *not* identify any save the two even after that.

Mr Brereton submitted that on the evidence before the Court there was absolutely no case. If there really was any evidence of identification it was against the first and the second prisoners only. The evidence of Inspector Swanston put that beyond doubt. The eldest son, an intelligent lad, only identified one of the men; that was the first. That witness went round with a lamp, as he had told the Court, when the men from the white boat were on board his boat; and if he with that advantage for seeing the faces of the men could only identify one out of the seven who were on board, it must be acknowledged that the father, who did not go round with them, could not identify all these men. As regards the assault on the son of the complainant he asked the Magistrate to regard it as a mere myth. His brother's evidence destroyed completely the story the Court had been told about that kick. His brother said he never heard of any one on board being kicked. Well it was utterly impossible that any one could be kicked in the delicate place he had indicated and no notice be taken of it. He asked the Magistrate to take this matter of the kicking as a little stretch of the imagination which boys of his age were very apt to indulge in. Then they had the evidence of the father and the two sons that there seven men had come on board each with a sword in his girdle, and that on coming on board each drew his sword and searched the vessel sword-in-hand. Now Inspector Mathieson swore that he had searched the boat carefully throughout and was prepared to swear that there were only on board these three swords now produced. What had become of the other five? This was a most material point. It was one which would have been clearly impressed upon their minds if it had ever really happened that the men drew these swords and had them in their hands during the whole time this was going on. Then look at the inconsistency and improbability of the whole story. They had a few old horse pistols which he was satisfied would be more dangerous to the persons who used them than to those whom they were used against. If there was any truth in the story of the complainant and his sons, then he contended that this was not the same boat, and that it was not the same people. Under these circumstances he asked the Magistrate to dismiss the case. The father told them that he remembered all these faces, the faces of all these men, that he was able so to take notice of every one of them in the darkness of night, and when he did not know that they might not be all pirates, as to fix them in his mind. Could the Court accept a statement of that kind? Then as to the assault itself, if there were any, it was a very slight affair, and the account given of it here must have been very much exaggerated. Had the back of one of the swords produced been used to assault any one there would have been a mark and deep cuts in the flesh which it would have taken months or even years to remove the scars of. Even a cut with a rattan, as they knew, left a scar for several weeks. Yet this man came forward and told them of an assault made on him something over five days ago. In the witness box he said that the marks were on his body yet. His body being bared, no scar was found upon it of any nature whatever. If all the men had swords, why was it necessary for the one man who was so murderously inclined towards the first witness to call on somebody else to "cut him"; why did he not do it himself? It was very likely there had been confusion when all this searching of his boat was going on, and he might have fallen down and produced some redness on his back, which he was able to show to the Police Inspector. His Worship did not require to be reminded of the ingenuity the Chinese exercised in making a mark sustained otherwise doing duty for one made by a blow they wanted to prove against an enemy. There was a case before the Court yesterday with the same principle embodied in it; he did not know whether it was before His Worship or the other Magistrate. A young woman charged the first wife of her husband with assault, and showed the marks on her arms of having been beaten. It turned out that she had to be brought here forcibly to prosecute, and that her resistance, or her jumping out of the chair into which she had been placed by the Police, who were bringing her to the Station to make her take up the case, had caused these same marks on her arms. Here were eight men heavily armed according to those witness, most unnecessarily so, he thought, for they did no damage, they took nothing, it was not suggested they took any rice or spoiled it or anything of the kind. Their object was to search for contraband goods. What object would they have in striking a blow at an old man like this? There were eight men in their boat too, far more than a match for the old man and his two boys. If any assault had been committed, as he had said, it was a most trivial one. How the matter really stood was that the police did not like to be foiled in their prosecutions. They did not like to have the cases they brought forward dismissed against them, and so they came sometimes to push a case like this. They were in this respect like a policeman in the crowd who was determined to arrest somebody if any disturbance arose, generally managing to arrest the most innocent men in the gathering. The police in this case thought they had got hold of something, and so they were determined to have some fruit for their labour, to have two strings to their bow, and so this tremendous charge of assault was brought forward. The case has broken down at its earliest stage, as he was sure—as sure as he was then talking—the other charge would do in the higher Court. The whole story, he contended, was the result of an over-heated imagination. It was a concoction and a conspiracy. He trusted his Worship would see his way to discharge the prisoners.

Mr Johnson said there could be no reasonable doubt that a very serious assault had been committed.

The Magistrate said there was no doubt that an assault had been committed, although there might be some doubt whether the identity of the prisoners had been established as those who committed the assault; the man who struck the blow was actually sworn to; but there were certain discrepancies in the evidence. That was all the more reason why the case should go before a jury. Would it not be sufficient for the Crown Solicitor to have the first and second prisoners committed on this charge?

The Crown Solicitor said he would also ask that the third prisoner should be committed for the assault on the boy.

Mr Brereton contended that this was entirely disproved by the evidence of the other brother, who had heard nothing whatever of anybody being kicked.

Mr Johnson: He said he did not see anybody kicked.

Mr Francis remarked that the evidence of the one that he did not see anybody kicked did not disprove the evidence of the other that he was kicked. The difficulty to his mind was this that these eight men were charged with assaulting the complainant. It was now sought to commit one of the prisoners for trial, not for assaulting the complainant at all, but another man who happened to be his son.

Mr Johnson contended that the assaults were all in one proceeding, and pressed for the committal of the third prisoner as well as the first two.

The Magistrate said it would be a very pretty way of raising the question of trespass on board vessels.

The three men were eventually committed, the first and second prisoners being bound over in their own personal recognisances in $25 each, and the third prisoner in two sureties in $25 each.

Mr Francis referred to the probability of a fine question for argument similar to that which had been raised in the *Franconia* case, a question of International Law. He added that he did not know that he would have commited this case, but for the fact that the men were going before the Supreme Court in the Piracy matter.

Prisoners Nos. 4, 5, 6 and 8 were then discharged.

(*Before the Hon. Ng Choy.*)

OBTAINING MONEY UNDER FALSE PRETENCES.

Lai Ashun was charged with obtaining money by false pretences from the complainant on the 23rd inst., was convicted on two offences in obtaining money under false pretences and was sentenced for each to six weeks' imprisonment. He had been selling copper hair-pins silvered over at four or five times what they were worth.

LARCENY OF A PIPE.

Lam Apang for stealing a pipe worth $1 was sent to gaol for one month with hard labour.

STEALING RATIONS.

Ching Achan, cook and Ching Apo, servant, were charged by Sergeant J. R. Robinson, 27th Regt., with stealing 6 pounds of beef, part of the rations of the Company. They were each fined $10, in default three months' hard labour.

Manila.

(*Translated from our Manila Exchanges.*)

The reconstruction of the city is being pushed on with activity, and quite an army of workmen are to be seen coming and going from one place to another engaged in their respective departments of labour. The demolition of the most dangerous walls is the first of the many great measures adopted by the authorities for public safety.

Another attempt was made to-day (17th) to bring down the Cathedral tower with dynamite but without success.

The contractor of the new direct line of mail steamers between Manila and the Peninsula, Sr. Marques de Campo, has given the sum of $1,000 for the relief of the sufferers by the earthquakes at Manila. This sum is part of the amount set apart for the reception of the first of the Company's steamers that arrive at the port of Manila, but owing to recent events that reception was not held.

The demolition of the Cathedral tower was continued on the 7th and 9th instant, but not with dynamite but with rope. It was believed that the former means would greatly delay the work.

The German steamer *Lydia*, Capt. Paulsen, left Manila for Antwerp on the 13th instant.

Passengers arrived by the *Romulus* say that on the 6th instant a smart and strong shock of earthquake was felt at Albay, and that on the departure of that vessel from Legaspi the volcano Mayon was throwing out black smoke, while ordinarily it gives forth white smoke.

The following charters were effected from the 1st to the 11th instant, at Manila:—German barque *Rossini*, for the Channel, wet sugar, private; American ship *Grecian*, for New York, to load at Iloilo, dry sugar, at $10; American ship *Annie W. Weston*, for Boston, to load at Iloilo, private; British ship *Steelfield*, for New York, to load at Iloilo, dry sugar, at $11½.

Two slight shocks of earthquake were experienced on the morning of the 13th inst., at Manila.

Two boys died the other day in the hospital, victims of an explosion of a kerosine tin.

Another slight shock of earthquake was felt at 11.45 a.m. on the 14th instant, at Manila.

The capture of another famous cut-throat has been effected in Bulacan. His name is Hermogenes Balones, and he is one of the late Tancad's companions, the terror of Bulacan.

The American ship *Valley Forge*, Captain Doane, arrived at Manila on the 16th inst., ten days from Hongkong.

The following are the movements of the precious metals in these islands during the first fortnight of August:—Imported: $83,553 in Spanish silver coins. Exported: $224,800 in Spanish gold coins.

Our friend, Dr. Magalhaens, says the *Comercio* of the 17th instant, leaves shortly for Macao. He has won our sympathy for his good qualities and for the able manner he has discharged the duties of his calling. Some people believe that the doctor leaves for Macao for good, but to convince them to the contrary the doctor has called at this office to say that during his absence, which will not be a long one, Drs. Burke, Juan, and Ricardo, will take charge of his patients.

The Government Lottery will have an increase of 2,000 tickets in October, and that for December next, which is extraordinary, will have 4,000 more than that issued at the present time.

A new regulation for building houses will be published in the *Gaceta* to-morrow (20th) to prevent as much as possible the misery produced by catastrophes like that of the 18th and 20th July.

The British ship *Steelfield*, Capt. Dunlop, arrived at Iloilo on the 26th ulto., 32 days from Shanghai.

The British ship *Lizzie Iredale*, Captain Sinclair, arrived at Iloilo on the 29th ulto., 24 days from Ceylon.

The American ship *Clarissa B Carver*, Capt. Dow, left Iloilo on the 24th ulto. for New York.

The British barque *Denbighshire* left Iloilo for Boston on the 29th ulto.

A fearful thunder-storm passed over Bohol on the night of the 18th July, the heaviest that has visited that island for some years past. This is a marked coincidence with the first violent shock of earthquake in Manila, which took place on the same day.

Singapore.

(*Singapore Times.*)

His Imperial Russian Majesty's steamer *Russia*, Captain Balk, from Cronstadt, via Port Said, anchored in the roads on Friday afternoon en route to Vladivostok with General Kracowsky, 990 soldiers and 65 officers on board. The corvette *Zabiaca*, is still here.

It may not be generally known that the training ship *Atalanta*, whose mysterious loss with so many hands on board in the West Indies caused so much sorrow in naval circles, was formerly the corvette *Juno*, Captain James A. Poland, for a long time stationed at Singapore.

His Imperial Russian Majesty's steam cruiser *Africa*, Captain Alescoff, from Cronstadt with dates to the 13th June, arrived alongside the Borneo Company's wharf on the 17th, *en route* to Nagasaki, for which port she will leave after coaling and taking in stores. The *Africa* is a vessel of 2,800 tons, 300 men and 14 guns.

The Chamber of Commerce held a meeting on Thursday last, when a report was submitted by a sub committee upon the schedules of the new Stamp Act, and adopted with some modification, the Secretary being directed to forward it to the Colonial Secretary.

The Singapore steamship Co.'s steamer *Jeddah*, Captain Clark, left this on the 9th July last with about 950 pilgrims for Mecca, and great sensation was caused on Wednesday last by the receipt of a telegram from Captain Clark, dated from Aden, stating that the *Jeddah* had foundered but he himself and eighteen others had escaped, the natural inference being that all the rest of the passengers had gone down, with the vessel. Next day, however, telegrams were received from the Company's Agent that the *Jeddah* had been towed into Aden by the O. S. Co.'s steamer *Antenor* and all lives saved. Further news has been received that Captain Clark and his first officer are on their trial in Aden.

No information, further than that published has been received from Aden regarding the mishap to the S.S. *Jeddah*.

In another page will be found an important decision delivered by the Chief Justice, Sir Thomas Sidgreaves, with reference to damages for breach of contract in the delivery of produce. His Honor laid it down that the principle upon which such damages should be assessed is that the buyer is entitled to claim from the dealer the actual loss of profits sustained by reason of the dealer's breach of contract, that is, the net profit he would have made if the produce had been delivered in terms of the contract. He is also entitled to loss on exchange and freight, but he is not entitled to claim for the cost of telegrams or for his own liability for damages to sub-vendees, unless the contract contains clauses to that effect.

Bangkok.

(*Siam Weekly Advertiser*, Aug. 7.)

During the past month, the rainfall in Bangkok has been slight for the season of the year. Previous to that time the amount of rainfall was rather more than usual, and people began to start rumors that the inundations of the coming fall months would be even greater, and much more prejudicial to rice prospects than they were last year. The diminished amount of rainfall the past month has created rumors of an opposite character. The fear now is that the grain that has been planted will be a failure, and the principal dependence of rice producers must be the very last plantings of the season. The rumors now current have had their effect, so as to make a sudden rise in the retail price of rice. Table rice is now selling for 60 cents per bucket of 20 kanans. We are satisfied that this is only one of the usual tricks of trade. Had the rainfall been heavy the past month, there might have been great danger that the additional and unusually heavy rains of the latter part of August and September would have produced very disastrous inundations.

Occasionally friends in Europe and America interested in Siam send on a telegraphic despatch. At present all such despatches must be sent either to Singapore, Hongkong or Saigon. From these ports the telegraphic station must enclose the despatch in an envelope and forward it on to Bangkok per first steamer. These despatches may lie in either of these ports one or more weeks. When put on board of the steamer another week or more must transpire before the telegram reaches the person to whom it is sent. If the despatch needs an answer, one or more weeks must transpire before the receiver of the despatch can have an opportunity of sending a reply to the telegraphic station at Singapore, Hongkong or Saigon, another week or more must elapse before it reaches these offices for transmission. Owing to the telegraphic isolation of Bangkok, two weeks at least must be lost before a reply can be sent and one week at least before the telegram can be received. This is a great disadvantage and might be disastrous in large business transactions.

There can be no question that the business and political interests of Siam would be materially and beneficially affected if it were in communication with some point of British Burma on the West, as Maulmain, Mergui or Tavoy, and with Saigon in French Cochin China on the East. Then telegrams could be transmitted with great facility to all Telegraphic countries in the world, north, south, east and west. The Siamese Government ought to hasten the completion of the telegraphic lines they have long had in completion.

THE KANDAHAR DISASTER.

(*Singapore Times.*)

The further details regarding the Kandahar disaster brought by the *Khiva* yesterday are still rather meagre, and afford no adequate explanation of how it happened in face of the very confident expectation which seems to have been entertained in all quarters able to judge that General Burrows would easily give an account of Ayub Khan and his force. It is evident, however, that the brigade was not "annihilated" except in a purely military sense. It was merely defeated and driven back with heavy loss, and the enemy seems to have suffered equally heavily, for they are said to have pursued for only two or three miles. Three officers only were killed, seven wounded severely, and nine officers, with General Burrows himself, Col. St. John, the Political Officer, and others escaped untouched, while the greater part of the brigade appear to have found their way back to Kandahar. It seems to be still uncertain whether the 66th Regiment (Berkshire) was present or not, and its absence has been given as one reason of the rout of the brigade, but, according to the following official details of its composition, published on the 11th July, six companies of the regiment must have been present :—

The Cavalry Brigade, under Brigadier Nuttall, with Major Hogg as Brigade Major, 300; 3rd Bombay Light Cavalry, under Major Currie, 200; 3rd Sindh Horse, under Colonel Macpherson; and 6 guns, E. B. R. H. A., under Major Blackwood. The Infantry consist of 6 companies, 66th Foot, under Colonel Galbraith; 1st Bombay Grenadiers, under Colonel Anderson; and the 30th Bombay N. I., Jacob's Rifles, under Colonel Mainwaring. Captain McMathers is Brigade Major; Captain Harris, D. A. Q. M. G.; Surgeon Major Edge and Surgeon Earle are in charge of the Field Hospital; Captain Dobbs is the Commissariat Officer; Lieut Jones is Transport Officer for Cavalry; Lieut. Lawford, Transport Officer for Infantry; Major Leach, R. E., the Officer in charge of the Survey operation.

The probability is that the retreat of General Burrows across the Helmund from Girishk to Kushki Nakud, on the 17th July after chastising and dispersing the mutinous infantry of the Wali Shere Ali, had a bad effect in every way, not only discouraging his own troops, but giving heart and hope to Ayub Khan's troops, with their imaginations already excited at the prospect of the loot of Kandahar and encouraging the whole countryside to rise in favour of Ayub Khan. Then it is said that General Burrows allowed himself to be drawn into an ambuscade, which probably caused a stampede among the native troops, and the odds against him, 11,000 to 2,400, proved too great for an effective rally. It must be remembered that Ayub Khan's troops consisted of a number of the old Cabul regiments which had been raised and carefully disciplined for years by the late Ameer Shere Ali and were armed with Sniders. Still such a defeat is most untoward, and does not say much for the generalship of Brigadier Burrows. The odds against him were no doubt heavy, but by no means heavier than English troops have victoriously encountered over and over again in India since the days, over hundred years ago, when Clive set the example at Plassey. There were heavier odds by far in the Mutiny days, and heavier will have to be fronted again and again if England is to hold India.

The Indian Government would appear to have anticipated trouble in southern Afghanistan as soon as news arrived of the mutiny of the Wali Shere Ali's troops, for orders were at once issued for the advance of the Reserve troops stationed and keeping open communications on the line of road and railway between Kandahar, Jacobabad, Hyderabad, and Kurrachee, and consisting of, it is stated, 4,150 infantry, 493 cavalry, 326 sappers and 2 batteries of mountain batteries. The orders included,

The advance of the F.2., R. A., from Hyderabad; 2 11th, Foot from Bombay and Hyderabad; 1st Madras Cavalry from Jacobabad, the 9th Bom. N. I. from Kurrachi and Jacobabad, and the 24th N. I. from Hyderabad. From Quetta, the 4th Bombay Rifles sent their head quarters wing, under Colonel Bannermen, to Candahar on July 3rd, with a convoy of ordnance stores. They reached Kila Abdoola on July 7th. The 2nd Biluchis were ordered to stand fast at Khelat-i-Ghilzai, and the 5th-8th Mule Battery at Poona has been ordered to proceed at once via Bombay and Kurrachi, for service in Afghanistan. Its strength is 6 officers, 100 Europeans, 180 Natives with 218 followers, 8 horses, and 183 mules. This battery is to embark at the end of July, as soon as the S. S. "Ellora" returns from conveying the 8th N. I., also sent from Poona to Kurrachi. Brigadier General Wood have been ordered to join the army at Candahar without delay. His brigade will probably consist of F.2 R. A., 1st Madras Cavalry, 15th Foot, 4th Bombay Rifles, and 28th Bo. N. I. The place of the Rifles and the 28th N. I., along the line of communications, will be taken by the 9th and 24th Bo. N. I. The 2nd-11th Foot will relieve the 17th Foot.

According to the latest news, Ayub Khan's success appears to have had little or no effect on the negotiations in Cabul with the Ameer Adurrahman Khan. On the contrary, the hitherto staunch supporters of his brother, the ex-Ameer Yakub Khan, Mahomed Jan and Mushki Alam, have deserted their cause and gone over to the side of the new Ameer. It is not probable therefore, that Ayub Khan will gain much by his unexpected victory. The reinforcements advancing on Kandahar from Quettah and General Roberts' Division, 10,000 strong, from Cabul, should be able to put down all opposition, and soon cause either Ayub Khan's submission, or his interception, or his hasty retreat to Herat.

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, *or Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at $6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly *in advance*.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising *Review*. It is a sixty paged, bi-monthly, repertory of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the *Review*. Address *China Review*, Hongkong.—*Northern Christian Advocate* (U.S.)

Trübner's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *Shi King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will orm a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Seven Dollars Fifty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum,—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's-throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.,—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

General Outfitter, Hosier, Tailor, &c.—T. N. DRISCOLL, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & Co., Queen's Road Central.

American and English Stores, Books, and specially selected Cigars.—MACEWEN, PRICKEL & Co.

American Newspapers and cheap Reprints, &c., choice Tobacco and Cigars.—MOORE'S VARIETY STORE, 42, Queen's Road.

Watches, Jewellery, Charts, Binoculars, Optical Instruments, Mordan's Pencil-cases, &c.—JOHN NOBLE, agent for Negretti & Zambra.

Guns, Rifles, Pistols, Ammunition, and Sportsman's Requisites of all descriptions.—WM. SCHMIDT & Co., Gunmakers, Eastern House of Beaconsfield Arcade.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour, ...10 cts. | Hour, ...20 cts.
Three hours,..50 cts. | Six hours,....70 cts
Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies,	$1.00
Three Coolies,	0.85
Two Coolies,	0.70

Return (direct or by Pok-foo lum).

Four Coolies,	$1.50
Three Coolies,	1.20
Two Coolies,	1.00

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT.)

Single Trip.

Four Coolies,	$0.60
Three Coolies,	0.50
Two Coolies,	0.40

Return (direct or by Pok-foo-lum).

Four Coolies,	$1.00
Three Coolies,	0.85
Two Coolies,	0.70

The Return Fare embraces a trip of not more than *three* hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (12 hours) { Peak,.....$0.75 each Coolie. Gap,.....$0.60 each Coolie.

Licensed Bearers (each).

Hour,	10 cents.
Half day,	35 cents.
Day,	50 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 piculs, per Day,	$3.00
1st Class Cargo Boat of 8 or 900 piculs, per Load,	2.00
2nd Class Cargo Boat of 600 piculs, per Day,	2.50
2nd Class Cargo Boat of 600 piculs, per Load,	1.75
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day,	1.50
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load,	1.00
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day,	50

Sampans.

or Pullaway Boats, per Day,	$1.00
" One Hour,	20
" Half-an-Hour,	10

After 6 P.M.,.....10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day,	55 cents.
Half Day,	20 "
Three Hours,	12 "
One Hour,	5 "
Half Hour,	3 "

Nothing in the above Scale to affect private agreements.

Hongkong Rates of Postage.

(Revised June 23, 1880.)

In the following Statements and Tables the Rates are given in *cents*, and are, for Letters, *per half ounce*, for Books and Patterns, *per two ounces*.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets or papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must *anything whatever* be inserted except bonâ fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not be r the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Chili, Brazil, Peru, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries NOT *in the Union.*—The chief countries *not* in the Union are the Australasian Group.

Postage to Union Countries.

General Rates, by any route:—

Letters,	10 cents per ½ oz.
Post Cards,	3 cents each.
Registration,	10 cents.
Newspapers,	2 cents each.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom:—

Letters,	10
Registration,	None.
Newspapers,	5*
Books & Patterns,	5*

West Indies (Non Union)†, Bolivia‡, Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay¶.

Letters,	30
Registration,	None.
Newspapers,	5
Books & Patterns,	10

Australia, New Zealand, Tasmania, and Fiji, *via Torres Straits*, Letters, 12; Registration, 10; Newspapers, 2; Books and Patterns, 4: *Via Galle*, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 4.

Natal, the Cape, St. Helena, and Ascension, *via Aden*, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

* A small extra charge is made on delivery.
† There is Registration to *British* W. India Islands, 10 cents. To the Bahamas and Hayti, The San Francisco route is available.
‡ Registration via San Francisco, 10 cents.
¶ Cannot be sent via San Francisco.

LOCAL POSTAGE.

	Letters per ½ oz.	Registration.	Post Cards, each.	Newspapers, per 2 oz.	Books and Patterns, per 2 oz.	Parcels, per lb., including Registry.
Between Hongkong, Canton, and Macao, in either direction,	2	10	1	2	2	20
Between any one of the following (through a British ports) viz.: Hongkong, Macao, China, Japan, Siam, Cochin China (*d*), Tonquin (*d*), and the Philippines (*d*),	5					

(*d*) No Parcel Post.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, Bangkok, or the Ports of China and Japan, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

PARCELS.—The public is reminded that, there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the Post Offices in China or Japan, as well as to Macao, Pakhoi, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the senders against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a *Parcel Post to Europe*, &c., which does not exist.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probable about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.
Patterns—to British Offices, 5 lbs if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Letter.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but henceforth it will be prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration require.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for more damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Money Order Regulations.

1.—Money Orders are exchanged with the United Kingdom, New South Wales, Queensland, South Australia and Port Darwin, the Straits Settlements, Western Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues orders on Shanghai, and *vice versa*.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps, subject to a charge of one per cent. for cashing them.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order* is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications *in time*, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or $50, or include any fraction of a penny, nor will more than two such orders be issued to the same person, in favour of the same payee, by the same mail. Orders will be drawn at the current rate of the day† and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.
Up to £2..... 18 cents.
" £5..... 36 "
" £7..... 54 "
" £10..... 72 "
Local and Intercolonial Orders.
Up to $25 or £5.....25 cents.
" $50 or £10....50 "

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong and Shanghai.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee has signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No order can be paid until the advice relative to it has been received.

* Made out on a printed form which is supplied gratis.
† Local Orders on Shanghai are drawn at 2 per cent. premium in all cases. A fixed dollar rate for drawing on the United Kingdom is in force at Shanghai.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Ajax	5 c	Kidd	Brit. str.	1689	Aug. 24	Butterfield & Swire	Yokohama	
Albay	5 h	F. Ashton	Brit. str.	365	Aug. 22	Douglas Lapraik & Co.	Tamsui, &c.	To-morrow
Alice	...	Wichmann	Ger. str.	51	July 30	Siemssen & Co.	.....	K'loon Dock
Asia	8 c	Hansen	Ger. str.	1004	Aug. 22	Siemssen & Co.		
Belgic	5 k	Davison	Brit. str.	1716	Aug. 15	O. & O. S. S. Co.	Y'hama & San F'cisco	To-day
Bellona	5 c	Ahrens	Ger. str.	789	Aug. 19	Siemssen & Co.	Foochow	To-morrow
China	2 h	Atkinson	Brit. str.	1037	Aug. 17	P. & O. S. N. Co.	Bombay, &c.	To-day
China	4 c	Ackermann	Ger. str.	648	Aug. 24	Siemssen & Co.	Shanghai	26th inst.
Dale	2 h	Thomson	Brit. str.	644	Aug. 21	Yuen Fat Hong	Bangkok	
Douglas	5 h	S. Ashton	Brit. str.	861	Aug. 22	Douglas Lapraik & Co.	Coast Ports	
Emuy	...	Blanco	Span. str.	222	Aug. 12	Remedios & Co.	Amoy and Manila	Cos'tan Dock
Fame	6 h	Stopani	Brit. str.	117	.....	H.K. & W'poa Dock Co.	.....	Tug Plying
Fokien	5 h	Abbott	Brit. str.	509	Aug. 21	Douglas Lapraik & Co.	Amoy, &c.	To-morrow
Glencoe	5 c	Gulland	Brit. str.	2913	Aug. 24	Jardine, Matheson & Co.		
Hainan	5 h	Conner	Amer. str.	281	Aug. 23	Russell & Co.	Hoihow, &c.	To-morrow
Hing Shing	5 h	Hawthorne	Chi. str.	444	Aug. 22	C. M. S. N. Co.	Swatow, &c.	
Kang-chi	4 c	Crowlie	Chi. str.	686	Aug. 22	C. M. S. N. Co.	Hoihow & Haiphong	
Killarney	7 h	O'Neil	Brit. str.	1060	Aug. 24	Gibb, Livingston & Co.		
Mariveles	...	Munoz	Span. str.	528	Aug. 7	Remedios & Co.	.....	Cos'tan Dock
Olympia	4 c	Nagel	Ger. str.	783	Aug. 14	Siemssen & Co.	Shanghai	
Penedo	3 c	Cain	Brit. str.	652	Aug. 18	Geo. R. Stevens & Co.	Port Darwin	27th, daylight
Quinta	3 c	Thomsen	Ger. str.	874	Aug. 20	Geo. R. Stevens & Co.	Saigon	30th inst.
Riga	5 c	Raison	Brit. str.	920	Aug. 13	Yuen Fat Hong		
Sea Gull	8 k	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Serapis	3 c	North	Brit. str.	1270	Aug. 23	Melchers & Co.		
Sunda	...	Reeves	Brit. str.	1050	Aug. 21	P. & O. S. N. Co.	Yokohama	K'loon Dock
Washi	...	Hunter	Brit. str.	265	June 2	Landstein & Co.	.....	Cos'tan Dock
Yottung	2 h	McDougall	Brit. str.	286	July 17	Kwok Acheong & Sons	Swatow	at daylight
Yungching	4 c	Wallace	Chi. str.	661	Aug. 22	C. M. S. N. Co.	Amoy & Shanghai	To-day
Zamboanga	5 c	Aranguren	Span. str	651	Aug. 11	Remedios & Co.	Manila	To-day
Sailing Vessels								
Alma	7 c	Lahmeyer	Ger. bqe.	938	Aug. 24	Melchers & Co.		
Alva	3 k	Souza	Port. sh.	652	July 28	Brandao & Co.		
Blackadder	7 c	Allan	Brit. sh.	917	July 10	Carlowitz & Co.	London	
Bua Caso	2 c	Langer	Siam. bqe.	388	Aug. 9	Chinese		
Carl	4 k	Thomson	Ger. bg.	225	Aug. 6	Arnhold, Karberg & Co.	Tientsin	
Carricks	3 c	Jones	Brit. bqe.	916	July 22	Gibb, Livingston & Co.	Manila	
Charger	7 c	Hallett	Amer. sh.	1444	Aug. 2	Messageries Maritimes		
Cilurnum	7 c	Beadle	Brit. sh.	1845	June 2	Vogel & Co.	San Francisco	
Clifton	3 c	Davies	Brit. bqe.	380	June 5	Rozario & Co.	Dunedin (N. Z)	
Clydesdale	4 c	Hatfield	Brit. sh.	1823	June 28	Vogel & Co.	London	
Conqueror	5 k	Gou'd	Amer. sh.	1621	July 24	Borneo Co., Limited		
Cora	3 c	Coombs	Amer. sh.	1431	Aug. 20	Arnhold, Karberg & Co.		
Elise	8 c	Winters	Ger. sh.	984	July 25	Siemssen & Co.		
Emma	5 k	Michaelsen	Ger. 3m. sc.	281	Aug. 20	Eduard Schellhass & Co.		
Emma T. Crowell	7 c	Perry	Amer. bqe.	1186	Aug. 4	Order		
Faugh-a-Balaugh	5 k	Rute	Ger. bqe.	240	Aug. 17	Carlowitz & Co.	Tientsin	
Fortune	2 h	Soderstrom	Siam. bqe.	447	Aug. 19	Chinese		
General Fairchild	3 c	Kelley	Amer. bqe.	1427	June 25	Russell & Co.	New York	
Halloween	7 c	Fowler	Brit. sh.	920	Aug. 12	Russell & Co.		
Hamburg	3 k	Kroge	Ger. bqe.	349	Aug. 21	Eduard Schellhass & Co.		
Hermine	4 k	Lonngren	Swed. bqe.	289	Aug. 18	Eduard Schellhass & Co.	Honolulu	
Jerfalcon	8 c	Bentley	Brit. 3m. sc.	286	Aug. 15	Douglas Lapraik & Co.	Cebu	
Johanna	...	Fuendeling	Ger. bqe.	845	Aug. 1	Meyer & Co.	Saigon	Wanchai Pier
John M. Clerk	8 c	Conant	Amer. bqe.	719	Aug. 8	Douglas Lapraik & Co.	Honolulu	
John R. Stanhope	3 k	Pillsbury	Amer. bqe.	407	Aug. 19	Order	Tientsin	
Kepler	7 c	Harenburg	Ger. bqe.	778	Aug. 11	Siemssen & Co.		
Livingstone	4 k	Steffen	Ger. bqe.	531	Aug. 21	Wieler & Co.		
Myvanwy	5 k	Braybrooke	Bri. bktine.	162	July 28	Turner & Co.	Foochow	
Niagara	3 k	Kuhlmann	Ger. bqe.	920	July 27	Arnhold, Karberg & Co.	Manila	
Osaka	2 k	Lowe	Brit. bqe.	527	Aug. 10	Douglas Lapraik & Co.	Japo	
Prince Amadeo	7 c	Linskill	Brit. sh.	1602	July 23	Russell & Co.	San Francisco	
Raphael	8 c	Sherman	Amer. sh.	1497	June 25	Vogel & Co.	New York	
Rosie Welt	4 k	Welt	Amer. sh.	1878	July 24	Russell & Co.	New York	
San Joaquin	1 k	Drinkwater	Amer. sh.	1637	Aug. 8	Arnhold, Karberg & Co.		
Siblas	3 k	Huet	Fch. bqe.	311	Aug. 8	Captain	Chefoo	
South America	7 c	Knowles	Amer. sh.	1762	July 23	Russell & Co.		
Spartan	8 h	Vincent	Amer. sch.	81	Aug. 27	W. H. Ray		
Tek Li	2 c	Petersen	Ger. bqe.	850	Aug. 21	Siemssen & Co.	Tientsin	
Telegraph	1 h	Campos	Siam. bqe.	327	Aug. 5	Chinese		
Wega	7 c	Leopold	Ger. sh.	1115	Aug. 15	Melchers & Co.		
Woodville	2 c	Rodd	Brit. bqe.	862	Aug. 20	Arnhold, Karberg & Co.		
WHAMPOA								
Hermine		Meyer	Ger. bqe.	350	Aug. 16	Eduard Schellhass & Co.	Tientsin	
Laskar		Kaemena	Ger. bqe	700	Aug. 18	Siemssen & Co.	Honolulu	
Trio		Bakker	Dutch bqe.	263	Aug. 19	Siemssen & Co.	Tientsin	
CANTON								
Chinklang		Orr	Brit. str.	799	Aug. 23	Siemssen & Co.	Shanghai	
Chin-tung		Winsor	Chi. str.	835	Aug. 21	C. M. S. N. Co.	Shanghai	
Yeh-sin		Deegan	Chi. str.	754	Aug. 23	C. M. S. N. Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchorage.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Freya	7 c	German	corvette	2000	8	2400	Aug. 21	Von Hippel
Iron Duke	A. D.	British	iron-clad	6043	14	800	Aug. 18	Henry F. Cleveland
Lai Yak	C. D.	Annam.	gunboat	.....	...	.....	June 21	Yuen Wun Tong
Mecanee	6 k	British	military hospital	2591	...	.....	.....	.....
Midge	K. D.	British	gunboat	465	4	120	.....	.....
Moorhen	7 h	British	gunboat	420	4	60	Aug. 9	Lieut.-com. W. Carey
Pegasus	7 h	British	sloop	1124	6	900	Aug. 4	Hon. H. N. S. Hood
Tsing-po	6 h	Chinese	gunboat	180	6	60	Aug. 23	A. Garceau
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	20	.....	.....	Commodore Smith
Wivern	7 c	British	turret-ship	.....	4	350	June 2	John G. Jones

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons	Captain	Owners.
Ichang	700	Ogston	Butterfield and Swire
Kin Shan	457	Hoyland	H., C. & M. S. boat Co.
Kiu Kiang	617	Benning, T.	H., C. & M. S. boat Co.
Powan	1890	Cary	H., C. & M. S. boat Co.
Sir J. Jeejeebhoy	184	.....	K. Acheong & Sons
Spark	140	Lefavour	H., C. & M. S. boat Co.
Tung Ting	314	Degen	C. M. S. N. Co.
White Cloud	280	Benning, A.	H., C. & M. S. boat Co.
Yotsai	180	Browne	K. Acheong & Sons

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	221	7	70	J. Godall
Chen-jui	80	3	20	A. Walker
Chen-to	221	7	70	Stewart
Ching-on	120	2	40	Chinese Admiral
Ching-po	180	6	60	A. Garceau
Chun-tung	150	2	40	Chun Ti Hu
Li-ahe	80	4	20	Read
Peng-chou-hai	600	4	120	C. H. Palmer
Quang-on	120	4	40	Li Ping Tye
Shen-chi	180	5	60	J. H. Wade
Sui-tsing	160	4	60	J. B. Murray
Tching-tsing	180	6	60	Bessard
Tsing-po	100	3	40	Ching

FOOCHOW SHIPPING IN PORT, Aug. 14, 1880.

MERCHANT STEAMERS.

Bowen	for Colonies
Feronia	for London

MERCHANT SAILING VESSELS.

Gustav & Marie	German barque
Louise	for Melbourne
Minatitlan	for Tientsin
Wandering Minstrel	for Cape Town

MEN-OF-WAR.

Sheldrake	H. M. gunboat

SHIPPING IN SHANGHAI HARBOUR, Aug. 17, 1880.

MERCHANT STEAMERS.

Chefoo	British
*Chin-tung	Chinese
Fei Yuen	American
Foochow	British
Grand Duc Constantine	Russian
H. C. Orsted	Danish
Hankow	British
Hanyang	British
Kiang-ching	Chinese
Kiang-kwan	Chinese
Kiang-ping	Chinese
Norfolk	for New York
Oxus	French
Paokong	British
Pautah	Chinese
*Ravenna	British
Rohilla	British
Serpedon	for London, &c.
Tokio Maru	Japanese
Waverley	British
Wha-on	British

* Since left port, or arrived at Hongkong.

MERCHANT STEAMERS.

*Yeh-sin	Chinese
Yoritomo Maru	Japanese

MERCHANT SAILING VESSELS.

Adeone	German brig
Asualon	for London
Benclutha	American barque
Brown Brothers	American ship
Emily	British brig
Foochow	Siamese brig
Henrietta	American ship
India	American ship
John R. Worcester	British ship
Mercur	German barque
Morna	British ship
Paul Jones	American ship

MEN-OF-WAR.

Cyclop	German gunboat
Encounter	H. M. corvette
Gornostay	Russian gunboat
Wolf	German gunboat

Printed and published by GEO. MURRAY BAIN, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.